February 22, 2006

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

CONFERENCE REPORT

PROJECT: HINSDALE
14540N
(NH Route 63 and NH Route 119 reconstruction of areas damaged by the flood of October 2005)

DATE OF CONFERENCE: January 30, 2006

LOCATION OF CONFERENCE: Hinsdale Town Offices

ATTENDED BY: TOWN OF HINSDALE
Chairman Nebelski Selectmen Smith Selectmen Johnson
Selectmen Ebbighausen Selectmen Stephens
T.A. Jill Collins

ELECTED STATE OFFICIALS
Senator T. Eaton

DEPARTMENT OF TRANSPORTATION
E. Smith R. Landry R. Aubrey D. Graham
J. Evans K. Prince

SUBJECT: Discussion of NH 63 and NH 119 reconstruction options following the Flood of October 2005 and possible option for Old Chesterfield Road

R. Landry explained that the purpose of this meeting was to look at different options to reconstruction or rehabilitate the section of NH 63 washed out by the flood of October 2005. The Department constructed a single lane temporary detour roadway that is shifted away from the failed slope that is adjacent to Kilburn Brook has temporarily reopened NH 63. This section of roadway is controlled by temporary signals. Another item for discussion is any reconstruction or rehabilitation necessary for the bridge carrying NH Route 119 over Kilburn Brook. The last item for discussion will be possible options for connecting Old Chesterfield Road to NH 63.

A survey base plan was presented showing the project area. This plan extend 1700 feet north of the current temporary signals past a bridge carrying NH 63 over Kilburn Brook (Br. No. 118/118) up to another bridge carrying NH 63 over Kilburn Brook (Br. No. 114/118), south along NH 63 through the intersection of Old Chesterfield Road to the intersection of NH 119 and High Street

(approximately 1500 south of temporary signals). This plan also included the centerline of Old Chesterfield Road, but did not have information on the westerly side of Old Chesterfield Road.

The existing roadway width on NH 63 is approximately 24 feet, with 11 feet travel lanes and a 1-foot shoulder in both directions. Present standards would increase this roadway width to 30 feet, with 11 foot travel lanes with a 4 foot shoulders. This roadway width would provide for proper maintenance of the roadway, a shoulder for bike or pedestrian traffic, and allow plow trucks (12 feet wide minimum with wing) to stay on their side of the roadway during winter maintenance operations.

Discussion began with an inquiry on safety concerns with NH 63 before the flood. It was mentioned that there was a sharp curve just north of the failed roadway section. The roadway is narrow and many close calls with vehicles going south encroaching into northbound traffic. A sight distance problem at this curve (good for a design speed of 25 mph) limits seeing oncoming traffic in this area. This curve could be flattened or the sight distance corrected, but a house located on the westerly side of the roadway might be impacted along with impacts to their front lawn.

A comment was raised that the curves (one mentioned above and the one just south of the temporary signals) on NH 63 serves to slow the motorist down coming down the hill from the north and warns them of the upcoming Town center. The concurrence was to try to improve the sight distance but to leave the curves as a traffic-calming device.

The discussion shifted to the intersection of Old Chesterfield Road and NH 63. Old Chesterfield Road intersects at a sharp angle and it rises quickly from NH 63. This intersection is extremely hazardous and the Town would like it redesigned. The Town has hired consultants to study the intersection at its present location, because of the grade difference and the limited room, no cost effective solution to improve this intersection have been found. The Town has expended effort and funds to upgrade the remaining portion of Old Chesterfield Road to where it reconnects with NH 63 approximately 2 miles to the north. Another option for this intersection is to move it northerly to achieve separation between Old Chesterfield Road and NH 63 to construct a new intersection. The problem with this approach is that Old Chesterfield Road continues to rise and is approximately 60 feet higher than NH 63 with a maximum separation of 160 feet in the area of the temporary signals. The Department will look at all possible options for moving and improving this intersection but will need to obtain additional survey on the west side of Old Chesterfield Road. R Landry indicated that the current funding being used to reconstruct the damaged roadway would probably not be available for a relocation of Old

Chesterfield Road. It was noted that any raise in NH 63 would help a connection with Old Chesterfield Road.

There are two houses located on the west side of NH 63, one at the curve 450 north of the temporary signals and one just south of the signals and the slope failure. These houses are close to the roadway and if the roadway needs to be shifted away from Kilburn Brook, these houses may be impacted by the work. R. Landry explained that the design is just beginning and the exact location of the proposed roadway is unknown but it would seem that the proposed roadway would be very close to these houses. The Department will look at all options including what can be reconstructed and maintain the homes. The existing garage just south of the temporary detour will more than likely need relocation. The Department will investigate options of relocating the driveway to the south of the house.

The existing bridge carrying NH 119 over Kilburn Brook (Br. No. 128/122) was also discussed. The existing bridge is a stone arch, laid up dry, on the southern end, and was expanded with a concrete box culvert on the northern end. The upstream (northern) side was clogged with debris and caused the water to overflow the roadway. An existing sewer pipe runs through the bridge and is located 2-3 feet above the water in normal flow. This pipe catches debris and often needs cleaning. This pipe could have been a major contributor to the flooding. The Town will look into removing this pipe by placing a sewer pumping station. The consensus was that the sewer pipe was the major problem and with it removed, the bridge would have handled the event. The Department will analyze the hydraulic capacity of the waterway and confirm that the opening is large enough to pass a 100-year storm. If the bridge were to be replaced for hydraulic reasons, a historic investigation would be required. It was noted that the bridge has had problems with settlement in the past. State Maintenance forces have to fill a sink hole every 3 or 4 years. The last time this was done, colored dye was placed and it was noticed that this dye was weeping out of the stone section of the bridge.

R. Landry proposed that a public informational meeting be held in about six to eight weeks to which all the NH 63 and NH 119 abutters would be invited. The Department will prepare design alternatives for the project based on the input received tonight. Everyone agreed that this was a good approach.

R. Landry noted that the schedule for replacing the current temporary signals on NH 63 would depend largely on the wall design and if property acquisition will be required. Ideally, work would begin late summer of this year and eliminate the one lane traffic before November of 2006.

The Town expressed their great appreciation to D. Graham for all State personnel that help with the flood damage in Hinsdale. They were extremely grateful in how quickly the State responded and how quickly the roads were reopened.

Submitted by:

Kevin P. Prince, P.E.
Final Design

Noted by R. Landry, E. Smith, D. Graham, J. Evans,

cc: Attendees
W. Cass, W. Hauser

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